

Among numerous visitors to the field were Mr. and Mrs. Norm Eley of the Saskatoon Soaring Club; Miss Anthea Russell, ex-Secretary of the British Gliding Association, and now of Winnipeg; Ed Cymbal, president of the Winnipeg Gliding Club; and a camera crew from Regina TV station.

Harold Townsend's performance in a BG-12 aroused considerable interest in this type of home-built.

The race to Minot, North Dakota, 220 miles to the southeast, was a difficult task in the face of an advancing warm front, but three made it (all the task committee!) and Kai Gertsen walked in from a few hundred yards short of the goal. Advance arrangements had been made with U. S. customs and immigration in the region in case of any flights across the border during the meet.

A week after the meet, individual winner Dave Webb soared from Regina to Carrington, N. D., for his Diamond distance. His 3000-metre height gain was made during the contest, completing his Gold Badge. He now lacks "only" his 5000-metre height gain for his Diamond Badge. A number of other Gold legs were flown during the meet.

Cu Nim Gliding Club **1625 - 21st Ave., S.W.** **Calgary, Alberta** **An SAC Member Club**

Our "new" Auster tow-plane, CF-OMW, was test-flown on July 8th by Gord Fryer, who reported that "she handles beautifully." This culminates months of work under the direction of George Ryning. Modifications to the original military configuration include Tiger Moth engine (Gipsy Major 1C) and external oil tank; Chipmunk wheels with hydraulic brakes, and weight reduction of 260 lb. The power-to-weight ratio is improved in spite of the engine having fewer horses than the Gipsy Major 7 originally installed. The paper work will take a little while but OMW should be towing gliders by the time you read this.

With the lack of aerotow, student training was done by car tow and winch. The more advanced students are looking forward to aerotowing and to flying our "double bubble" TG-3A to complete their licences. Bill Thudium, Locke Robertson and Walter Millen were instructing during July.

The winch launches we get off our field are usually between 600 and 900 feet, depending on the weather. This doesn't allow much time to search around for thermals. Dave Korbeck, Owen Wright and Adolf Kohlfuerst are a few of those who have made soaring flights from winch launches. Adolf reached over 4000 feet in the Schweizer 1-20.

Klaus Stachow is holidaying in Germany at present. He plans to visit Scheibe Flugzeugbau in Munich to find out how the L-Spatz the club ordered is coming along, and if possible to hurry it a bit.

Barney Pepper is helping Norm Bruce repair his Zephyr, a greatly modified Grunau. They plan to have it flying again this summer.

SIG SCHOLZ

SEPTEMBER . . . 1962

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Moose Jaw (601 Wing) Soaring Club, Box 665, Moose Jaw, Sask. An SAC Member Club

July showed a decrease in flights and hours flown, no doubt due to the number of members away on their holidays. The Club has now passed the 300 flight mark and over 100 hours since May 19th with a total of 112 flights and 32 hours during July. The following members went solo: Albert Lizee, Roy Clarke and Norman Currell.

The Club gained three more students when Rene Keir after one flight decided to enlist her husband Hal as a member. Dennis Smale, an Army type, decided that he must join. Dennis has done crewing over the past two years and decided that there must be more to gliding than driving after them. The Club has taken on the training of Barry Greene, a seventeen-year-old Air Cadet. The cost will be paid by Georgia and Rigby Stamison and Bob Shirley.

The privately-owned LK-10A took part in the Canadian Nationals at Regina. The crew was John Toles, an Associate member, and a member from the Regina Model Plane Club. During the meet a total of 782 miles were covered while logging 29 hours, with one day not flown.

Only four members got an opportunity to visit Regina to see Canada's top sailplanes and glider pilots and all reported a favourable impression.

BOB SHIRLEY

OSTIV NEWS

The OSTIV Section of the July, 1962, issue of the Swiss *Aero Revue* had the following contents:

Full technical data, three-view drawings and photos of various Rumanian sailplanes: the IS-3B, a single-place pod and boom type with L/D of 29; the IS-3C, with conventional fuselage; the IS-3D, similar to the C; the IS-3F, back to pod and boom; the IS-4, similar to the 3D; the IS-5, another pod and boom; and the IS-7, a two-place tandem, high wing with L/D of 24.5

PHONES AT EL MIRAGE

One of the fortunate by-products of having the Nationals at El Mirage Field, Calif., was the installation of two telephones and connecting wires from Adelanto, 12 miles away. For those wishing to call, the current number is on the Victorville exchange, CHapel 6-8993. This is expected to change in the near future when a new exchange is put into service.

EL MIRAGE FIELD, HOME OF THE BG-12's



ADELANTO, CALIFORNIA (See classifieds)